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# NOR' WEST MINER

EDMONTON, ALBERTA

*A monthly Devoted to Northern Mining Development in the Yellowknife, Great Bear and Great Slave Lakes, Goldfields, Alberta, and Northern B.C., the Tourist and Game Hunting Attraction of Alberta.*

Vol. X  
No. 1

January  
1942

## 1941..

## A BANNER YEAR FOR YELLOWKNIFE GOLD PRODUCTION

25c A Copy



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# THE NOR' WEST MINER

A monthly devoted to Northern Mining Development in the Yellowknife, Great Bear and Great Slave Lakes, Goldfields, Alberta and Northern B.C. Mining districts, also the tourist and big game attractions of Alberta.

Correspondence solicited from all interested. Subscription, \$2.00 a year, Post free. Advertising Rates on application. Address, 7421 81st Street, Edmonton, or Box 323 Edmonton, Alberta. Phone 31968.

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## SAYS THE MINER...

With this year the Nor' West Miner commences its tenth year of publication. Year in and year out it has devoted its efforts to more publicity for the great mineralized areas of the North and the value of such to the business life of Edmonton.

\* \* \*

During the present war crisis, mineral production forms a most important part of the war effort, for it is perhaps conceded by all that mechanized equipment and oil are vital for Victory. Every new mine brought into production is a vital blow. Every new oil well means more fuel for aeroplanes.

\* \* \*

The North has both in quantity—not yet developed as they should be. This is perhaps due to the idea that the North is too far away from industrial centres.

\* \* \*

Lack of transportation has hitherto retarded the development of the North. This is a difficulty fast being overcome. The Grimshaw Great Slave Lake winter road turned into a gravelled highway would shorten the time of haul, the cost, and easily make connection with the rails at Grimshaw, Alberta. It would provide the only direct highway running north and south through Alberta.

\* \* \*

In addition to its mineral and other resources, the North is a real tourist playground. There are no better beaches in Canada than those along the southern shore of Great Slave Lake. There is no better place to spend a holiday than amongst the myriad scenic islands of that Lake, nor better fishing. A road, properly gravelled from Grimshaw to Great Slave Lake would mean easy access.

\* \* \*

Even oil restrictions as regards tourist travel could be alleviated, for there is lots of oil available in the North, the product of Fort Norman, which at present is not available for outside use.

\* \* \*

Some will say economy must rule government expenditures. That is conceded but when the expenditure of less than \$600,000 will bring the great North into civilization, the Alberta Government might well consider the vast benefits accruing as justifying the expenditure.



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# WINTER ROADS FOR WAR USE

Where sudden road demands arise for war purposes, the answer in the West is a winter road. It can be built quickly and cheaply and the more it is used the better the haulage conditions.

The outbreak of war in the Pacific now makes an International Highway from the United States to Alaska a problem for the future, for such a road cannot be built in time for use next summer or even the summer of 1943. Therefore Alaska will have to rely upon sea borne traffic for its needs. Such traffic is already facing casualties along the coast of California and it will be most optimistic to figure that Alaska sea borne trade will not also suffer.

If the U. S. - Alaska sea line is disrupted, Alaska is faced with supply shortage which can only be overcome by air transport, which would be most expensive and inadequate. Airports between Edmonton and Alaska are in the same box. Without a road, they cannot be serviced efficiently.

The remedy for the situation is a winter road. The distance from Fort St. John to Dawson is around 1000 miles. Fort St. John is already connected with the railhead at Dawson Creek by a highway. A winter road also exists from the mouth of the Pelly River to Dawson some 140 miles. Therefore the gap to be covered is around 860 miles. This could be shortened if a diversion was made along the present air base route to Whitehorse, for from there a winter road already goes to Dawson.

The Alberta Government when it cut the Grimshaw Great Slave Winter road over a distance of 375 miles at a cost of \$80,000 or \$215 a mile proved that the cost of winter road completion is small. Since the road was in use carrying freight in less than six weeks after the first brush cutter got to work, it was also proved that a winter road can be cut quickly. It is true that this road needs improvements—such as stumping and grading in places, but a well known contractor states he could put it in perfect shape for another \$50,000. To show that he knows his business it might be pointed out that with a bull dozer and one man he cut and graded 12 miles

of road for his own use in logging operations last summer. Therefore it can be safely assumed that this 860 miles of road could be cut for around \$750,000, and if work was started immediately would be ready for use before the end of March, if not before. It could be used during April at the southern end and perhaps as late as the end of May on the Yukon and Alaska end.

The Alberta Government has offered to co-operate with equipment which it has specially adapted for this work—so why the delay at Ottawa?

This road, in any event, would serve a valuable purpose in connecting up the air ports along the route, doing away with gas shortages and also replacement difficulties.

The next few months will, without a doubt, be critical ones as regards Alaska Defence—the answer in part is the provision of a winter road. It is cheap insurance in any case.

## NEW PROSPECTING GROUND

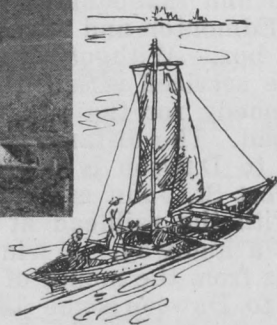
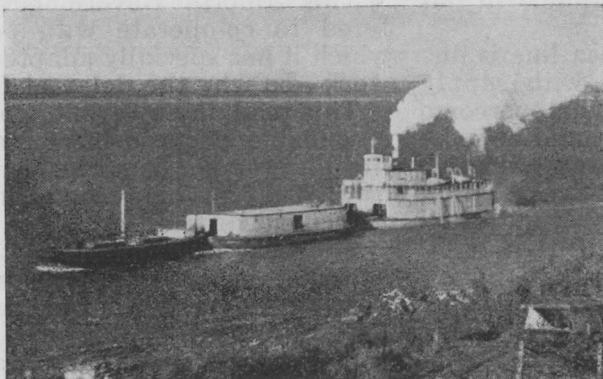
Dominion Government geologists after a survey of a 30,000 square mile section of Quebec lying east of James Bay report favorably on a large band of volcanic and sedimentary rocks which they state are worthy of prospecting for gold and other metals. The favorable rocks follow the Eastman River for 140 miles and are 15 miles in width.

They also report that approximately one quarter of the McKay Lake portion of the North West Territories is underlain with rocks similar to the formation found in the producing gold mines of the Yellowknife district. The rocks include two bands of greenstone each of which is larger than the band of rocks upon which the Con and the Negus mines are situated. Although less than thirty miles from Great Slave Lake, neither band has been prospected, their occurrence only having been recently discovered.



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# WHAT NORTHERN MINES ARE DOING

Yellowknife mining production has established a world's record in quick development. It was only in 1938 that the first major development started. In less than four years five producing mines have been made.

The total output of gold, sent to the Canadian Mint, from the Yellowknife since September 1938, when the first brick was poured amounts to over \$6,000,000.

Of this the Con Mine has contributed \$4,000,000 and the Negus mine \$1,835,000.

Not bad for two mines which only started development in 1938, a period of three years.

During the first eight months of 1941, these two mines produced \$1,713,588 in gold.

Slave Lake Gold Mines Ltd, on Outpost Island, Great Slave Lake reopened operations in November 1940. At the end of August 1941 gold production totaled \$165,000.

The above are the regular producers in steady operation but in addition two more mines have also reached the milling stage namely the Ptarmigan and the Thompson Lundmark, both of which are new comers. The Thompson Lundmark in September last, poured its first 1000 ounce brick of gold, and the Ptarmigan poured its first in December.

In addition the following developments are to be noted:—Ruth Group of claims being developed by Cons Mining and Smelting Co. These are situated near Francois Lake. Work is also proceeding on the T. A. and June groups situated near the Ruth. In this connection the production of tungsten ore is indicated in addition to gold.

Mercury Gold Mines is doing considerable drilling and other work on its properties north of Fort Rae, and also on a promising nickel cobalt property near Great Slave Lake.

In addition, there are several other smaller companies and syndicates doing work on various claims especially as regards showings of scheelite ores carrying tungsten values.

The Radium Mines at Great Bear Lake after heavy production over a period of years were closed down temporarily with the announced object of

enabling previously mined stocks of ore to be treated at the Port Hope Refinery. The Eldorado is to be reopened in 1942—the first step being to pump it dry of the water it contains and ore production will once more commence, it is stated, in 1943. Whilst the mine has been closed down the refinery has been working at full capacity.

## NOTICE

Sometimes the Nor' West Miner, during its nine years of publication has missed its regular monthly issue. For this lapse in regularity it tenders its apologies to its subscribers, especially those who are not in arrears.

To those subscribers in arrears, it suggests that having received the magazine month after month, in some cases for several years, a cheque would be in order.

This would help the magazine not only to publish regularly but to expand its usefulness.

If you are in arrears, why not send a cheque.

## TEXAS EDITOR STRONG FOR ALASKA HIGHWAY

"Anyone who doesn't support that proposed highway between the United States and Alaska is crazy" . . .

This is the opinion of Gene Howe, well known Texas editor who has recently visited Alaska. Howe operates a chain of papers in Texas and Kansas. He says Alaska is O. K. but needs more women and that the highway would get them there. He adds that some Alaskans are against the building of the road as they fear it will mean the introduction of transients to Alaska, which they do not want. He comments on the high wages paid—stating women in restaurants get \$1.10 an hour, lots of men are earning from \$90 to \$100 a week, and that in Cordova, taxi drivers average \$14 a day. He says the city has a population of 900 with 9 taxicabs to serve them.



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## **ALBERTA PRODUCES 9,500,000 BBLs. OIL IN 1941**

The quota set for oil production for 1941 was 9,500,000 bbls. There are 161 producing wells in the Turner Valley area and 23 others at Vermilion, Wainwright and other parts of the Province. In addition twenty-nine new wells are being drilled. The present known oil bearing area in the Turner valley is seventeen miles long and about one mile wide. Basing development on one well on every 40

acres, it means there is still room for 200 more wells. 40 acres is the regulation size of the plot of land upon which only one well is allowed. Up to the close of 1940 only 6 wells were abandoned out of 140 drilled, four were gas wells and the remainder namely, 130, were oil wells.

In addition to the Turner Valley the Vermilion area has received much attention and there is considerable well drilling activity going on at this point with several wells already in production.

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# SKIING...SPORT SUPREME

Learning to ski is a military necessity today. Every one should be able to ski. Our Russian allies with ski born troops are causing havoc amongst the Jerries.

War or no war... All work and no play makes "Jack and Jill" dull "boys". A few days rest from war work spent amidst the snow clad mountains and valleys of Jasper National Park will do much to give all an added zest in the work of beating the Hun and the Jap... the army to-day recognizes the value of the man on the skis when it comes to sending a mobile army over the drifts of

winter snows, so learning to ski can be classed as a war duty.

Alberta's National Parks, Banff and Jasper, offer miles of splendid skiing grounds to those who delight in the crisp sunshine of Alberta's winters. Jasper, of course being nearest to Edmonton, is especially worth mentioning — the downhill ski-run on the Whistler Mountains — camps in the Tonquin and Maligne Lake region



Summer Skiing at Athabasca Glacier, Jasper National Park, Alberta, Canada.



should satisfy everyone seeking a real thrill on skis.

Jasper Park is Edmonton's own National Park, although maybe it is sometimes the "Forgotten Park" when it comes to Ottawa recognition. Jasper Park requires a few additions to bring it up to date—better roads, more publicity, and someone on the ground at Jasper to persuade the tourist in the summertime that he does not have to back track over the Jasper Banff Highway to get home. That if he does not make the round trip, Banff-Jasper Edmonton and Calgary, he is missing half of his trip.

The ski enthusiast has only to visit Jasper once to ensure his return, for there is no better ground on the American Continent for skiing. By the way did you write to Ottawa asking your local member to suggest to the Government that Jasper Park needs Park attention as well as the other national parks? If not do it now.

## **NORTHWEST TERRITORIES POSSIBLE SOURCE OF TUNGSTEN**

Tungsten-bearing veins discovered during the past two years in the Yellowknife-Beaulieu River area, Northwest Territories, are regarded by two geologists of the Department of Mines and Resources, who recently examined them, as a possible source of substantial quantities of tungsten, an urgently needed alloy metal. Approximately half of the 4,000-square mile region is underlain by rocks in which scheelite, the tungsten-bearing mineral, might occur, and within these rocks 400 or more veins containing varying amounts of tungsten have already been found. So far only about five per cent of the favourable ground has been carefully prospected for scheelite.

Most of the two hundred or more scheelite veins examined by A. W. Joliffe and R. E. Folinsbee, the two geologists, lie within ten miles of Gilmour Lake, which is 45 miles east of Yellowknife settlement. None of them are sufficiently large or rich to be mined profitably for tungsten alone, but by certain alterations in the equipment of one or more of the gold milling plants in operation, or to be erected in the region, high grade scheelite con-

centrate could be recovered. Some such arrangements are under consideration by the companies or syndicates concerned and any action taken will depend largely upon assay returns from samples already collected or being collected.

Scheelite was first identified in the region in 1939 in the Con mine in veins being mined for gold, and in the following year twenty tungsten-bearing veins were discovered near Gilmour Lake. It was not until 1941, however, that concerted efforts were made to search for and develop tungsten-bearing deposits. No veins of any obviously commercial character were discovered during this summer's field work, but the many occurrences within the small area intensively prospected are a favourable indication that there may be commercial deposits in the region, and accordingly it is recommended for further careful prospecting.

Tungsten is used chiefly in the making of cutting tools and of high quality steel. Canada's production of scheelite at present comes largely from certain gold mines in Ontario and Quebec and from tungsten properties in B.C., but the output meets only a small fraction of the domestic requirements.

## **RADIO SPECIAL**

A recent radio announcement states that mining interests of the U. S. A. are going to invade the mining areas of Canada in an effort to produce more war minerals at a less cost than the same can be obtained from many of the old mines in the United States. It was claimed that mining costs would be much lessened by the fact that the ore not being so deep seated will cost less to take out. So you fellows, who have that great big copper, zinc, lead or other showing get ready for action. The time for which you have perhaps hung on for years is fast approaching when people will listen to your million or more dollar sales talk. It is suggested however that prices should not climb too high. Anyox, one of the largest past mines in B. C. was first sold for \$400 by the staker.

The purchasers spent \$5,000,000 to bring it into production.



# TOURIST ATTRACTION

Millions of development dollars are of more value to Canada than hundreds of "Tin Lizzie" tourist dollars.

When the question of attracting tourists was reviewed in the House of Commons at Ottawa recently, the minister reporting stated that "he was not satisfied" with the results attained through the Canadian Travel Bureau.

Hundreds of thousands of dollars have been expended in this and past years by both Dominion and Provincial Governments on the plea of attracting tourists to Canada. The work has been done by various numerous publicity experts who each vie, one with another, to see how pretty they can make the illustrated syren song of pretty pictures of the vast open spaces.

Printers and advertising agencies, together with the necessary engravers and artists prosper exceedingly.

Last summer, the editor of this magazine, took a trip to the States for publicity purposes in connection with the Alaska Highway. It was a very pleasant and a very successful trip and his theme was development instead of scenic gazing. It was surprising how much interest was shown in what Canada could produce in the way of natural resources as compared with star gazing at rugged mountains and wide open plains.

The average Canadian publicity man seems to have reached the conclusion that his particular part of Canada has a monopoly of scenery. Yet,

if he took the trouble to look over the hundreds and thousands of picture pamphlets published all over the American continent, he would find he has entered into a very competitive market when he tries to sell scenery to the much bewildered American tourist.

Combining business with pleasure is a favorite American custom and perhaps a new "tourist" campaign emphasizing the opportunity to acquire new dollars developing Canada's natural resources would bring in more American dollars in proportion to the "tin lizzie" dollar.

## MINING DEAL

Many old timers in the North will be interested to hear that Chris. Parees has succeeded in putting over a deal in connection with his Herb Lake property. The cash paid over, it is stated was \$15,000 with usual interests. Chris says he now belongs to the "Capitalists".

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## EMPLOYMENT AT YELLOWKNIFE

The payroll of a new mining camp is generally an important sign of its progress. In most cases miners are well paid.

The Con Mine employs about 350 men. The Thompson Lundmark 100. The Negus Mine 100. The Ptarmigan 75. Slave Lake Gold Mines 60. Mercury Gold Mines 60.

In addition other smaller developments will bring the total up to nearly 1000. To this can be added those employed outside of mining in the town of Yellowknife.

To get at an average figure of what the above represents it should be noted that the total payroll at the Con Mine in 1940 was \$443,935. In addition this one mine expended over half a million dollars in supplies. Roughly the Yellowknife payroll is about \$1,260,000 a year or over \$100,000 a month.

## ICE SELLS FOR \$80 A TON

Due to transport demands for defence equipment, the town of Anchorage in Alaska recently suffered from a shortage of ice, potatoes and coal. Prices rose accordingly and ice cost \$80 a ton, potatoes \$50 a ton and coal \$8.50 a ton. Far sighted miners who, during development work, struck a buried glacier 60 miles away, brought in 400 lbs. a day of the old glacier ice and retailed it at \$80 a ton. One bar advertised mixed drinks with gold mine ice more than 50,000 years old. This goes to show that Alaska, whilst it may be cold in the winter is certainly hot in the summertime.

Simple Celia is of the opinion that if the Germans take that Russian Oil they'll be stuck there. She says she took some Russian oil once and couldn't leave home for a week.

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EDMONTON



## THREADS OF GOLD

Resting at a depth of 900 feet in the Con Mine at the Yellowknife is a narrow thread of gold ore—perhaps less than ten inches wide, but, it is said, so rich in gold content as to upset the average balance of the mill run of ore. Like a snake it waves up and down, forwards and backwards but like terriers after a rat, the miners hang on to its tail, following wherever it leads, but never letting go. No one knows what the next shot will produce; a geologist is always on

hand to point out where the next shot is to be fired, so important is the question of which way does the rich gold vein go?

\*\*\*\*\*

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## PRODUCTION FROM ALBERTA TAR SANDS

It is stated that Abasand Oils Limited, operating conditional leases on tar sand deposit areas at McMurray, commenced actual mining on May 19, 1941. The production from May 19th to the end of September was 16,928 bbls of Crude Oil and 1,069 bbls of Diesel and Burner Oil. Production for the month of September was 3,440 bbls. of Diesel and Burner Oil from 4,027 tons of oil sands mined.

This represents, with oil at \$1.50 a bbl., a total value of \$30,552 for 6 months operation.

## GOLD RECEIPTS UP

Gold received at the Royal Mint for first eight months of 1941 totalled 3,423,941 fine ounces as against 3,290,803 ounces in 1940, same period. At \$35 an ounce it represents an increase in Canada's gold production of \$4,659,830. This increase is largely due to increased production of Yellowknife gold. When Canada's gold mines produce as high as \$119,837,935 of gold in a short eight months, what on earth is all the Ontario gold fields strike talk about?

## RYCON ORE REQUIRES DIFFERENT MILL TREATMENT

Although right next to the Con Mine, it is stated, that the ore from the Rycon requires different methods of mill treatment. Put through the Con mill in a similar manner to the Con ore it was found that recovery percentages in gold were much lower, in fact almost 80% being lost in milling. To offset this, the new 350 ton mill is being specially designed to treat this ore.

## MINING COSTS NOW \$12 A TON

It is stated that mining costs in the Yellowknife since the advent of hydro electric power has dropped about \$5 a ton and is now around \$12.00 per ton ore mined, milled and shipped to the mint. A further reduction is looked for when further modern improvements are completed at The Con Mine to enable the use of hydro power underground.

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## OFFICIAL ATTITUDE CHANGED SAYS CONGRESSMAN DIMOND OF ALASKA

Congressmen Dimond in presenting his plea for consideration of the Alaska Highway in the U. S. Congress stated that there had probably been a change in the official attitude towards this project since the fateful December 7th Japanese attack on Hawaii, although such a change has not been expressed officially. He added, "Such a road could be constructed in a year and would afford speedy transportation of men, planes and munitions, which must now proceed by the slow water route to Alaska".

## WAR DOES NOT STAY TOURIST TRAVEL

During the first ten months of 1941 a total of 12,433,716 tourists visited Canada. This was slightly more than 1940 total of 12,172,719.

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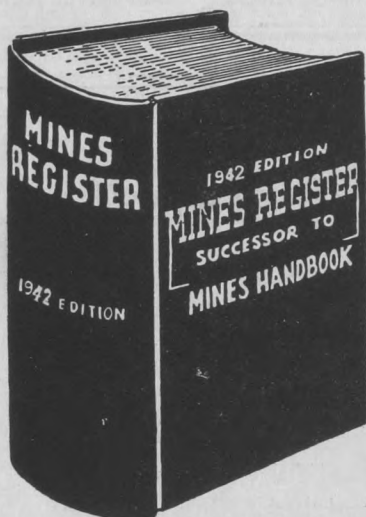
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**MINES REGISTER**, formerly the Mines Handbook, is the recognized standard compendium of non-ferrous, metal mines and their operations.

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## HUNS GO AFTER OIL

Oil is a stern necessity to the Huns in Europe. They have to find more of it. If they cannot capture it, they must develop it themselves, so the following information given by the U. S. Department of Commerce is interesting:

"In productive areas 165 wells are to be drilled, with total footage of 787,000 feet. From 29 wells which are to enter into production an increased output of 2,200,000 bbl. is expected. Test drilling is to include 74 wells. Of these, 20 wells are to be drilled directly by the state, which will employ a semi-governmental organization, established in 1939, known as the 'Trade Administration, for Mineral Development and Prospecting'. This is to receive necessary backing from the Kontinentale Oel A. G. German oil agency. The ACEX will receive necessary drilling material through the German company. These wells are to be drilled in new, undeveloped fields."

Canadians who read this will no doubt note the marked difference be-

tween the effort to develop Alberta oil fields and the Huns effort in Rumania. Even with Canada's oil shortage, there is little government assistance being given to develop known oil areas in Alberta. The Huns apparently hold no delusions regarding their oil shortage, they realize if you want oil, you must DIG for it.

## BOX PROPERTY AT GOLDFIELDS

The Box Mine at Goldfields total production in 1940 was \$762,794. Salaries and wages amounted to \$338,565. In addition over \$600,000 was expended in merchandise. Population of Goldfields is around 500, inclusive of 81 children.

## AND WHAT A SURPRISE

A farmer, to surprise his wife, bought a new outfit of clothes in town and put them under the seat. On the way home he came to a river, took off his old clothes and threw 'em in the river. Then he looked under the seat—the new ones were gone. Finally he said "Giddap Maud, we'll surprise her anyhow."

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## **PTARMIGAN MINES PRODUCE**

### **GOLD BRICK**

The Ptarmigan Mine has produced its first gold brick at its 100 ton mill, thus adding a fifth gold producer to Yellowknife's gold mines. Power for mine operation is supplied by the Hydro electric plant on Prosperous Lake. Ptarmigan mines is a subsidiary company affiliated with the C. M. & S.

### **"WHISKEY JACKS" MOVING SOUTH**

Ottawa says that the old camp robber, known to all westerners and northerners are moving south, especially on the Lower Ottawa. It is to be hoped that this pet guest of every lumber and mining camp will not desert the old camping grounds of the past. A camp is not a camp unless within 5 minutes of lighting the fire a "whiskey jack" appears, to inspect it. Surely they too are not flocking to Ottawa.

### **HAS EXPLORATION PROGRAM**

Hydro Carbons Limited holding six claims adjoining the Ptarmigan in the Yellowknife district has recently by vote of the shareholders decided to change its name to Goodrock Gold Mines Ltd. It is stated that financial arrangements are being made to conduct an intensive drilling program on its Yellowknife property.

### **SHARKS LIVERS \$7.50 A LB.**

Who said a "goldmine"? Two fishermen recently brought in 781 lbs. of shark livers to Marshfield, Ore. At the market price of \$7.50 a lb. this amounted to \$5,850.

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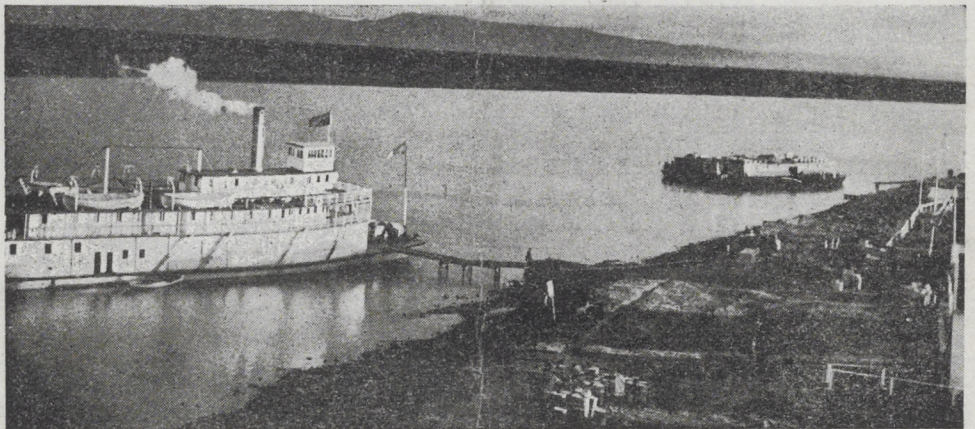


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